

Government tribunal. They are not accepting the wages and conditions which an employer is attempting arbitrarily to impose upon the striking employees.

"Under these circumstances it is a foregone conclusion that both public sentiment and Governmental power will protect the men who remain in the service of the carrier, and the new men who take up this service."

Roads Unaware of Strike.

Charles Dillon, Chicago representative of the American Association of Railway Executives, said tonight that he probably had no idea of the strike.

The carriers have made adequate plans to maintain their regular train schedules. We can safely say that there will be no interruption in traffic so far as public stock is concerned. It will be interesting to know that the so-called nationwide walkout of the shompen is far from being 100 per cent, as printed in the newspapers.

"There are hundreds of shompen employed in the Santa Fe shops who have ignored the order. The date is too early for the strike, which probably will not be several days before we are able to present the exact number of shompen who have answered the call for a walkout. To-day was the highest of the strike, with the Chicago and the Chicago and North Western, which the men deserted. Theoretically, most of them are open shops anyway, but in practice the union dominates."

Observers feel that the roads are determined to establish the open shop as a reality, and that the shompen are being driven to the open shop. Theoretically, most of them are open shops anyway, but in practice the union dominates."

Roads Plan a Coup.

If the strike goes on the roads apparently intend to turn their shop work over to private firms. Several railways have made a practice of this, and thus have avoided the complaints of the unions. On Friday the railway executives promised Chairman Hooper to continue this practice to avert a strike.

As the men strike, the roads will get their repairing done wherever they can until a new agreement is made on this point and the strain is ended.

The six unions, blacksmiths, boiler-makers, sheet metal workers, electricians and machinists. These are the shop crafts. They include the men whom the officials consider the most efficient performers in overall work on the wheels at every stop of the express train and make sure that danger is not present.

The other four unions affiliated with the American Federation of Labor are the clerks, freight handlers, signal men and maintenance of way men. Their wages were subject to a 10 and 12 per cent increase in 1921, and the same change in working rules, but that caused the shompen to walk out. These four unions have been in a tabulated strike vote, which was believed to favor a strike. In every case, however, the actual calling of a strike is up to the heads of the unions.

Big Group to Work On.

The most important of these four undecided unions is the maintenance of way men. They are the men who are in the places that can be easily filled. There are more than 200,000 of them. The New York Herald was positively informed tonight that the leaders of the maintenance of way men are stronger than they figured. Our men are the best equipped of all the groups connected with railroad operation.

"The percentage of bad order equipment throughout the entire United States is about 10 per cent. The lines as well as approximately 14 per cent, as against a normal 4 per cent. During the past six weeks I have had requests for 100 skilled mechanics from certain railroads to help them get their rolling stock in such shape as not to interfere with their regular train schedules."

Highest Type of Labor.

"Our men represent the highest type of skilled labor. And we are the poorest paid of any line of work. Last year we were paid about one year ago to-day the shop crafts were cut 8 cents an hour; to-day another 7 and 9 cents was slashed off, making a total of 17 cents an hour. Before this cut the highest wage a skilled mechanic on any railroad was receiving was 77 cents an hour. The new rate is 60 cents an hour, or 17 cents an hour, to say nothing of the present over-time conditions. If the shompen had not struck they would be queer animals, indeed."

A Peaceful Walkout.

The strikers walked out peacefully. Disturbances were reported at Eastland, Ill. Four workers who were refused to quit were carried out of the shop by strikers. In the Chicago area there are no disturbances reported from the West as late for normal reasons and that all trains were leaving Chicago on time.

S. M. Felton, president of the Chicago and North Western, said that the strike is a matter of the Western roads, said:

"I do not expect the strike to interfere with the movement of trains. The experience of the Union Pacific, Southern Railway and other roads that have had shop strikes indicates that no interruption of traffic is to be expected."

The Western roads apparently were expecting to turn part of their repair work over to the Pullman shops at Pullman, Ill., and the Haskell & Barker shops at Michigan City, Ind., but the Pullman repair men have been out since the strike. The Haskell & Barker men are not touched by the strike. The majority of workmen in the New York Central shops are in roundhouses went out this morning.

Jewell believes the roads will have difficulty in getting their work done at private shops. The union bond to prevent union labor everywhere from doing work which the strikers would not do.

The union bond is so strong that all of the way men has been called about 10,000 of them left their jobs to-day in sympathy with the strikers. Their

Pennsylvania Reaches More Wage Agreements

PHILADELPHIA, July 1.—The Pennsylvania Railroad Company announced tonight that agreements covering the readjustment of wages have been reached between the management and the representatives of the clerks and miscellaneous forces in the Eastern region of the system, affecting 10,000 clerks and 7,000 members of the miscellaneous forces.

President, E. F. Grable, ordered them to go back at once if they wished to preserve their union status. He said: "We agreed not to send out a strike order until we finished counting the clerks. It probably will not be before Tuesday or Wednesday."

Jewell Shows Up.

Mr. Jewell showed up at his office this afternoon with little to say as to his reasons for lying low while the Railroad Labor Board was trying to get him into a conference and persuade him to prevent the strike. He ordered telegrams from officers of local unions praising him for not meeting the Labor Board.

The roads mentioned as 100 per cent by Jewell include the Pennsylvania, Erie, New York Central, Southern Railway, Santa Fe, Chicago, and Northwestern, and the Chicago, Milwaukee and St. Paul. Illinois Central shompen were out on a certain day or forfeit their seniority rights. The day probably will be July 10. The executives profess to believe that a large part of the shompen did not intend to strike and this will bring them back, including the non-union men, who represent about 10 per cent of shop employees and control about 10 per cent of the work done along with the union brethren.

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HOLIDAY TRAVEL HERE BY RAILROAD STRIKE HERE

Continued from First Page.

from the headquarters of the Association of railway executives, which was expanded by the absence of T. De Witt Cuyler, the president, in Philadelphia. Estimates of the number of men out in the New York district varied, according to the sources, from 10,000 to 15,000. Organization leaders in the New Haven claimed 2,000 men had laid down their tools when the night shift shops were closed at 10 o'clock. In the metropolitan district approximately 125,000 men in the three shifts will be affected if the strike becomes general.

Word From the Roads.

The first official announcement from local roads that the strike was in progress came from the Erie. It was followed by similar statements from other lines, all of which, however, stressed the point that whatever inconvenience caused during the next few days would be due to the holiday traffic rather than to the strike. None admitted that the walkout might be a factor, and conditions there could not be determined before next Wednesday. Inasmuch as Saturday is a half holiday and Monday is a holiday, the roads are confident that the strike will be of no great importance to the general public.

"The condition at Harmon, where steam locomotives are substituted for electric, was reported as practically the same as in New York city. The New York Central officials feel sure that, with the absolute loyalty manifested by the supervisory force, train operation would be maintained with only moderate delay.

"As for the shops where employees are not strictly concerned in train operation, it was stated they would not be a factor, and conditions there could not be determined before next Wednesday. Inasmuch as Saturday is a half holiday and Monday is a holiday, the roads are confident that the strike will be of no great importance to the general public.

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NEW ENGLAND LINES Strike Order Is Generally Obedied in Shops of the Big Systems.

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normal natural work period of an American wage earner."

"There has been instability of production, attended by a failure of delivery capacity, which had reflex in special prices and a paucity of commodities which encouraged profiteering and menaced our industries and hampered our varied public services."

"Labor has the right to be free from these recurring anxieties, and the cause of the present freedom must be established."

"The Government has no desire to intrude itself into the affairs of your industry. It does not feel an obligation to see that the common American interest shall not be menaced by a protracted lack of fuel."

"I have said that the fundamental problems probably cannot be solved in a hurried conference. But this conference might well develop the agency for an effective solution. This is the purpose of calling you together—the beginning of a solution. Meanwhile operations ought to be resumed."

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HARDING URGES COAL WAR INTEREST OF PUBLIC

Continued from First Page.

miners have made an agreement that wages shall not be lowered as the nine quon of an engagement to arbitrate. The four of the strike was discussed at the meeting to-day."

The bituminous miners, sweltering through a terrifically hot afternoon with two coalside Cabinet officers in attendance, grappled with the larger problem suggested by President Harding.

The miners suggested at once that the operators were not sufficiently represented before definite agreements are reached. The discussion was to determine the basis of another conference which will undertake to make agreements not only as to wages, but as to general conditions in the mining industry. The suggestion for larger representation of the operators in the view of having the operators from all fields represented, and takes into consideration representation of the non-union fields or operators from these fields, or both. The miners promptly raised the objection that they could not deal with miners who were not affiliated with their organization, while Mr. Ogilvie, the operators of non-union fields be represented in any conference which undertakes to deal with the coal industry as a whole.

The decision to deal with the subject in executive session results from a suggestion by the President, who maintained in his opening remarks that this morning that differences would be exaggerated by parading them. The participants in the conference appear to have assumed that what is being done after the conference are held.

Secretary Hoover said nothing on leaving the conference hall in the Executive Building, while Mr. Ogilvie, spokesman for the operators and president of the conference, insisted "I can say absolutely nothing."

John L. Lewis, president of the United Mine Workers Association, admitted the discussion on the basis of a further conference and that one probably would be arranged having a larger representation of the operators. The conference will meet again Monday at 2 P. M.

Those Present.

The following representatives of operators and of the mine-workers are in attendance:

John L. Lewis, president United Mine Workers of America; Phillip Murray, vice-president; William Green, president of the American Federation of Labor; William Brennan, president District No. 1; John Brophy, president District No. 2; Pagan, president District No. 3; Lee Hall, president District No. 4; Thomas Kennedy, president District No. 5; Chris J. Golden, president District No. 6; John Hessler, president District No. 7; Frank Farnon, president District No. 8; George L. Peck, president District No. 9; George L. Peck, president District No. 10; George L. Peck, president District No. 11; George L. Peck, president District No. 12; George L. Peck, president District No. 13; George L. Peck, president District No. 14; George L. Peck, president District No. 15; George L. Peck, president District No. 16; George L. Peck, president District No. 17; George L. Peck, president District No. 18; George L. Peck, president District No. 19; George L. Peck, president District No. 20; George L. 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